



**COUNCIL ORDINANCE NO. 20668**

**AN ORDINANCE CONCERNING THE USE OF ELECTRIC MICROMOBILITY  
DEVICES IN THE WHILAMUT NATURAL AREA OF ALTON BAKER PARK;  
AMENDING THE EAST ALTON BAKER PLAN; AND AMENDING SECTION  
5.160 OF THE EUGENE CODE, 1971.**

**ADOPTED: June 13, 2022**

**SIGNED: June 15, 2022**

**PASSED: 7:1**

**REJECTED:**

**OPPOSED: Keating**

**ABSENT:**

**EFFECTIVE: July 16, 2022**



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**The City Council of the City of Eugene finds as follows:**

**A.** On January 22, 1996, the Eugene City Council passed a motion to adopt the East Alton Baker Park Plan ("1996 Plan").

**B.** On February 28, 2002, the Eugene City Manager took administrative action to designate the eastern portion of Alton Baker Park, the portion in Eugene to which the 1996 Plan applies, as the "Whilamut Natural Area of Alton Baker Park."

**C.** The 1996 Plan's "vision" statement specifies that the area "will remain free of motorized vehicles" and Design Principle No. 14 of the 1996 Plan states: "[w]ith the exception of the I-5 overpass, establish an environment free of motorized vehicles that will enhance the use of pedestrian and bicycle corridors and serve the needs of park users. Locate any driveways, parking areas, restrooms, or any other facilities requiring access by motorized vehicles at the periphery of or outside the boundaries of East Alton Baker Park" but "motorized vehicles" is not included in the Plan's glossary.

**D.** In addition to "educational and passive recreational activities," the 1996 Plan recognized that the Whilamut Natural Area of Alton Baker Park includes important transportation corridors for those using alternative forms of transportation and the importance of "providing safe, efficient and accessible corridors for non-motorized transportation," including one implementation strategy proposing to differentiate between paths designed for "high-speed bike traffic and bike paths designed for walking and low-speed pleasure cycling," and another strategy that proposed that the City offer electric scooters for people with limited walking ability to use within the Park area.

**E.** The Whilamut Natural Area of Alton Baker Park includes paved shared use paths that are important connectors for those using alternative forms of transportation to travel between the University of Oregon, the Chase Gardens/Duck Village area, the Harlow neighborhood, and the Autzen Stadium complex.

**F.** In recent years, the City has taken an active role to promote the use of transportation modes that are not reliant on fossil fuels, including promoting the use of electric micromobility by adopting an ordinance to allow electric micromobility devices on all shared use paths throughout the rest of the City in Eugene, piloting a licensure program for the shared use of electric micromobility devices, developing an e-bike web page, and holding "Shift to E-Bikes" workshops.

**G.** It is consistent with the City's climate action goals to explicitly allow electric micromobility devices on some shared use paths within the Whilamut Natural Area.

H. There are no immediate plans to conduct a comprehensive review and update of the 1996 Plan and the Plan is not a land use regulation; therefore, it is appropriate for the City Council to amend the 1996 Plan only to specify where electric micro-mobility devices may be operated within the Whilamut Natural Area of Alton Baker Park.

**NOW, THEREFORE,**

**THE CITY OF EUGENE DOES ORDAIN AS FOLLOWS:**

**Section 1.** The East Alton Baker Park Plan is amended by:

(a) Adding a new footnote number 21 at the end of Design Principle 14.0 on page 23 of the East Alton Baker Park Plan and renumbering existing footnotes 21 and 22 accordingly, to provide:

<sup>21</sup> Limit the use of electric micromobility devices, as defined in the Glossary in the Plan Appendix, to the areas and speeds shown on the map entitled "Electric Micromobility Devices in the Whilamut Natural Area" that follows the Conceptual Plan.

(b) Adding to the end of the Plan (following the Plan's "Conceptual Plan" map) the map attached as Exhibit A to this ordinance entitled "Electric Micromobility Devices in the Whilamut Natural Area."

(c) Adding the following definitions to the "Plan Glossary" on page 2 of the Plan Appendix in alphabetical order:

Micromobility device – A lightweight, human or electric-powered vehicle that is no more than 3-feet wide and that, when operating with electric propulsion, is capable of traveling at no more than 20 miles per hour, including but not limited to bicycles, electric bicycles, scooters, e-scooters, skateboards, e-skateboards.

Motorized Vehicle / Motor Vehicle – Any vehicle that is not propelled exclusively by human power and that is not a micromobility device, including but not limited to an electric mobility device that is more than three-feet wide and a gas-powered moped, motor assisted scooter, motor vehicle, motorcycle, or motorized skateboard.

**Section 2.** The heading of Section 5.160 of the Eugene Code, 1971, is amended, and subsection (3) is deleted, to provide as follows:

**5.160 Unlawful Use of Motorized Transportation Device.**

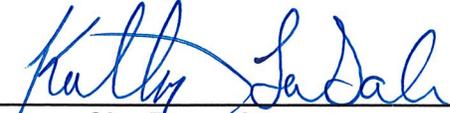
(1) No motorized transportation device may be operated on any city owned off-street bicycle or pedestrian path or trail, unless exempt. A motorized transportation device is exempt from this provision if it is used as a mobility aid by a person with a mobility

impairment, used by a person with express permission from the city, or used by a city employee or agent in the course of city business.

(2) No person shall operate a motorized transportation device in a manner causing excessive, unnecessary, or offensive noise which disturbs the peace and quiet of any neighborhood or which causes discomfort or annoyance to a reasonable person of normal sensitivity.

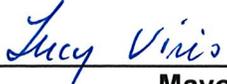
**Passed by the City Council this**

**13<sup>th</sup> day of June, 2022.**

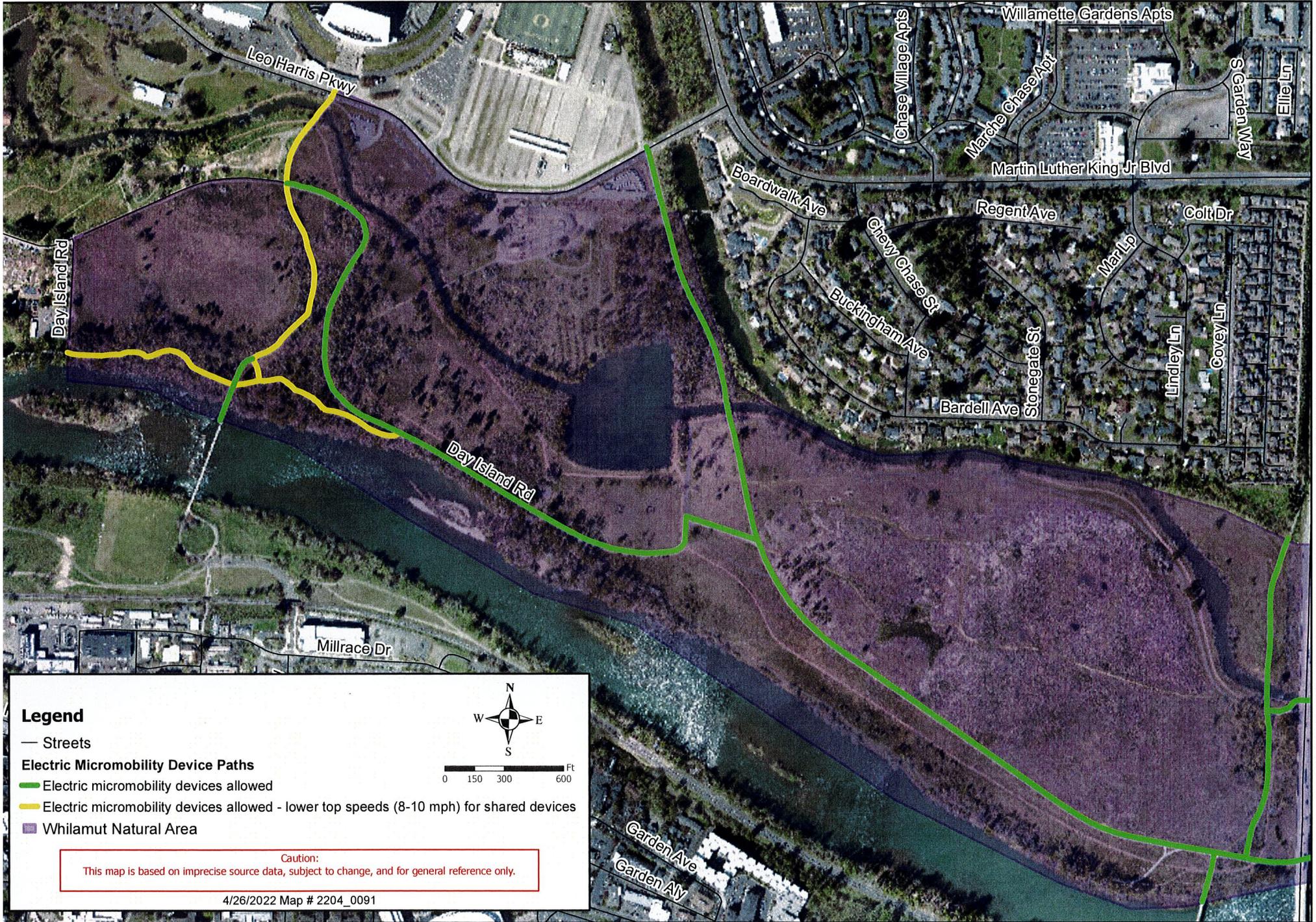
  
\_\_\_\_\_  
**City Recorder**

**Approved by the Mayor this**

**15 day of June, 2022.**

  
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**Mayor**

# Exhibit A - Electric Micromobility Devices in Whilamut Natural Area



### Legend

- Streets
- Electric Micromobility Device Paths**
- Electric micromobility devices allowed
- Electric micromobility devices allowed - lower top speeds (8-10 mph) for shared devices
- Whilamut Natural Area



**Caution:**  
This map is based on imprecise source data, subject to change, and for general reference only.